

## EXECUTIVE SUMMARY

Syracuse Road functions as the primary east-west transportation corridor in northwestern Davis County. This area is experiencing a rapid transition from an agricultural area to a suburban community. Syracuse City more than doubled its population between 1990 and 2000 and is expected to be completely developed and reach build-out population between 2020 and 2030. Between 1000 West and the I-15 interchange, a distance of approximately three miles, Syracuse Road has four travel lanes, a two-way left-turn lane, and shoulders. In Syracuse City, from 1000 West to the Antelope Island State Park entrance gate, a distance of approximately four miles, Syracuse Road has two lanes (one travel lane in each direction) with no two-way left-turn lane and no shoulders (see Figure ES-1), providing a traffic capacity of 12,000 vehicles per day (vpd). Between 1000 West and 2000 West, Syracuse Road operates at a failing Level of Service (LOS) F with 20,000 vpd using the facility (LOS D is the desired goal to achieve stable operation). Several studies, including Syracuse City's General Plan, Wasatch Front Regional Council's (WFRC) Long Range Transportation Plan (LRTP), the Utah Department of Transportation's (UDOT) Statewide Transportation Improvement Program, and traffic studies conducted as part of this project, have identified Syracuse Road as needing increased capacity to meet existing and future travel demand and provide a safe multi-modal facility to access major employment, commercial, and recreation centers.



Figure ES-1. Existing Two-lane Syracuse Road.

## DESCRIPTION OF PROPOSED ACTION

UDOT, in conjunction with Syracuse City, proposes to make transportation related improvements to the Syracuse Road (SR-108, 1700 South, or Antelope Drive) corridor between 1000 West and 2000 West (Reference Post 3 to 4) in Syracuse City, Davis County, Utah, a distance of one mile, to accommodate the mobility needs of the community and provide for future travel demand. Improvements would include widening the existing two-lane roadway to a consistent five-lane cross-section (two travel lanes in each direction and a two-way left-turn lane) with shoulders, curb and gutter, parkstrips, and sidewalks (see Figure ES-2).

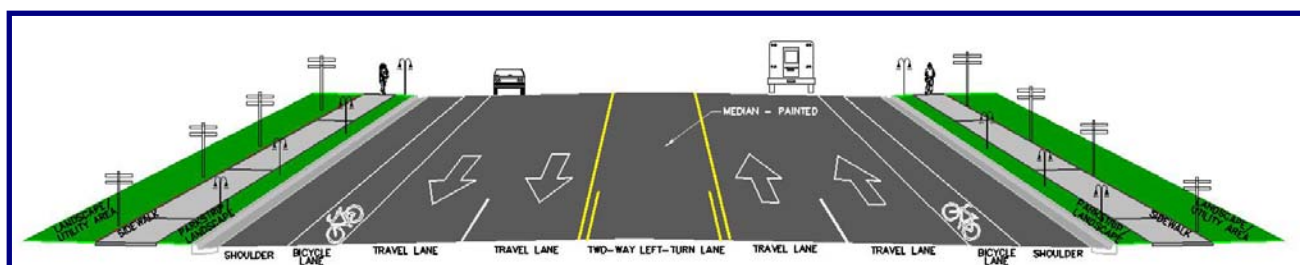


Figure ES-2. Proposed Action.

This Environmental Impact Statement (EIS) has been conducted to assist local, state, and federal decision-makers in identifying the best course of action to pursue in improving the safety and operation of Syracuse Road. This EIS has been prepared in accordance with the provisions of the National Environmental Policy Act (NEPA) and the corresponding regulations and guidelines of the Federal Highway Administration (FHWA), the lead federal agency. Specifically, the objective of NEPA and this EIS is to evaluate proposed courses of action and make decisions in the best overall public interest based on a balanced consideration of the need for safe and efficient transportation; the social, economic, and environmental impacts of the proposed improvements; stakeholder input; and national, state, and local environmental protection goals.

## **MAJOR ACTIONS PROPOSED BY OTHER GOVERNMENTAL AGENCIES**

No proposed major actions by other governmental agencies have been identified.

## **SUMMARY OF ALL “REASONABLE” AND “OTHER” ALTERNATIVES CONSIDERED**

A range of alternatives, including all "reasonable alternatives" under consideration and those "other alternatives" which were eliminated from detailed study (23 CFR 771.123(c)), are presented in Table ES-1. In accordance with the FHWA's Technical Advisory T 6640.8a, the No-action, Transportation System Management (TSM), Transit, and build alternatives were considered.

A wide range of alternatives were developed and evaluated as part of this study. The initial list of alternatives was not constrained by mode, ability to meet the purpose and need, potential environmental impacts, or cost.

Table ES-1. Summary of all Reasonable Alternatives Considered.

Alternative		Description			
No-action		The No-action Alternative assumes that short-term minor restoration (safety and maintenance) activities that maintain continued operation of the existing roadway facility would be implemented. The basic characteristic of the No-action Alternative is one travel lane in each direction on Syracuse Road.			
TSM		The TSM Alternative includes activities that improve traffic flow and provide limited capacity improvement without building new travel lanes. TSM activities include: intersection improvements (such as turn lanes and signal coordination and optimization), access management to reduce conflicts, and Transportation Demand Management (TDM) activities to reduce demand, such as employer based efforts (ride-sharing, transit promotion, and staggered or flexible works hours), and community efforts (encouraging walking and biking, and telecommuting).			
Transit		The Transit Alternative assumes that public transit system improvements would be implemented. Examination of this alternative included a review of currently proposed transit improvements from the WFRC Transit Plan. The range of transit improvements investigated included both bus and rail improvements.			
Combined Alternatives (all combined alternatives include TSM, TDM, and Transit Improvements)					
On-corridor	Three-Lane	Includes the improvements along Syracuse Road between 1000 West and 2000 West to create a consistent three-lane cross-section (one travel lane in each direction and a two-way left-turn lane) with shoulders, curb and gutter, parkstrips, and sidewalks.			
	Five-Lane	110-ft Cross-Section	A	▪ Widens roadway equally to both the north and south	
			B	▪ Widens both north and south at 1000 West intersection	
				▪ Widens to the south between 1050 W and 1650 W	
			C	▪ Widens to the north between 1650 W and 2000 W	
				D	▪ Widens both north and south at 1000 West intersection
			E		▪ Widens to the south between 1050 W and 1750 W
				F	▪ Widens to the north between 1750 W and 2000 W
			90-ft Cross-Section		G
				H	▪ Shifts off-corridor (350 feet to south) between 1050 W and 1750 W
	I	▪ Widens to the north between 1750 W and 2000 W			
	Seven-Lane	Includes improvements along Syracuse Road between 1000 West and 2000 West to create a consistent seven-lane cross-section (three travel lanes in each direction and a two-way left-turn lane) with shoulders, curb and gutter, parkstrips, and sidewalks.			
	Improving Adjacent Parallel Roads		Syracuse Road remains two-lanes, and corridors to the north and south [West Point Road (300 North) and Gordon Avenue (2700 South)] are improved to five-lane roadways.		

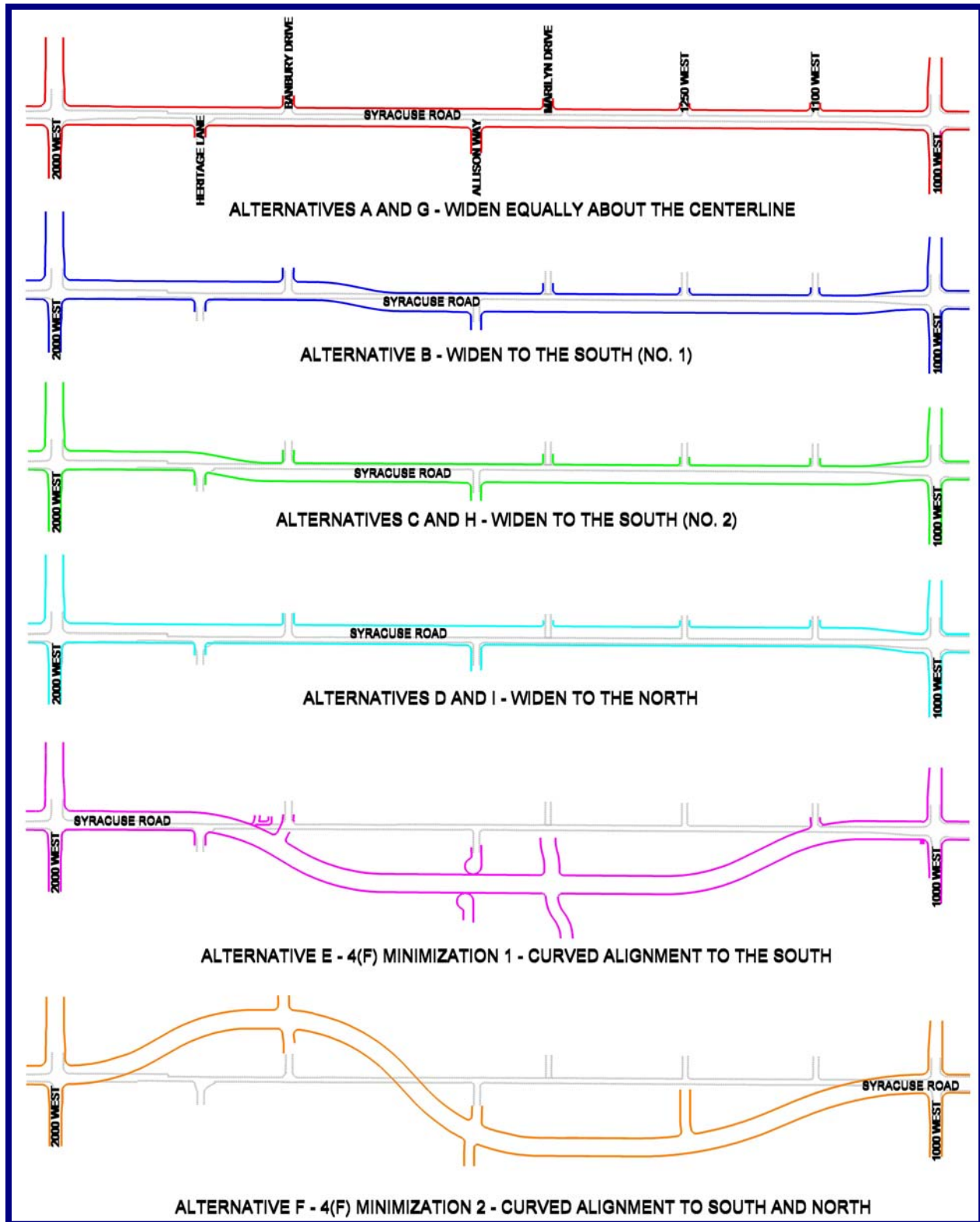


Figure ES-3. Build Alternatives A – I.

A screening of alternatives was performed based on purpose and need, environmental impacts, and Section 4(f) impacts. The results of the screening process can be seen in Table ES-2.

**Table ES-2. Alternative Screening.**

Alternative			Recommended for Removal From Further Study			Recommended for Further Evaluation in EIS	
			Environmental Impacts Screening	Purpose and Need Screening	Section 4(f) Screening		
No-action						✓	
TSM				✓			
Transit				✓			
Three-Lane				✓			
On-corridor	Five-Lane	110-ft Cross-Section	A	✓			
			B			✓	
			C				✓
			D				✓
		90-ft Cross-Section	E	✓	✓		
			F	✓	✓	✓	
			G		✓		
			H		✓		
			I		✓		
Seven-Lane				✓			
Improving Adjacent Parallel Roads				✓			

Check marks in columns two through four show which alternatives were recommended for removal from further study as part of which screening processes. Check marks in column five indicate which alternatives were recommended for further evaluation in the EIS.

Reasonable alternatives must meet selection criteria, be technically feasible, and be economically possible. Alternatives selected for detailed study include the No-action Alternative and two five-lane build alternatives (Alternative C – Widen to the South (No. 2) and Alternative D – Widen to the North).

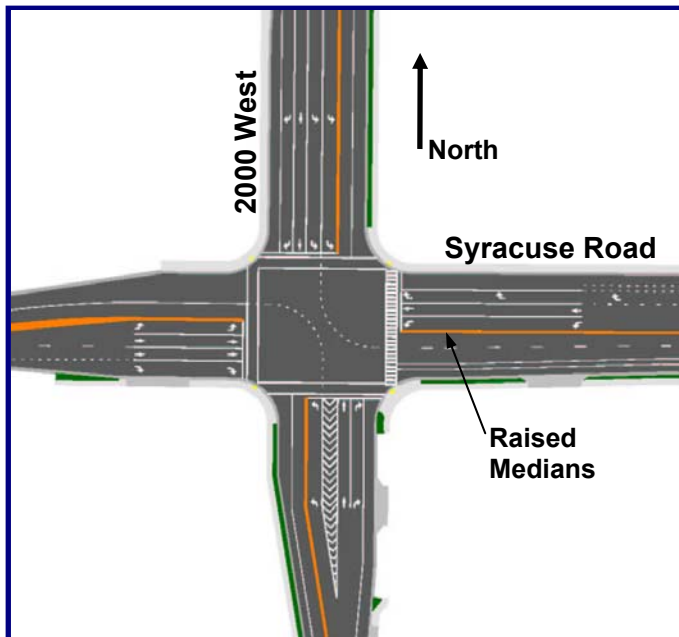
## Alternatives Studied in Detail

### No-Action Alternative

The No-action Alternative fails to meet the purpose and need of the project but satisfies the NEPA “No-action” requirement in that it can be used as a baseline to compare impacts of build alternatives. The No-action Alternative would include short-term minor restoration (safety and maintenance) activities that maintain continued operation of the existing roadway facility. The basic characteristic of the No-action Alternative is one travel lane in each direction on Syracuse Road.

### Alternative C

At the 2000 West Intersection, the north quadrant of the intersection would have one travel lane going north, one travel lane to the south, dual left-turn lanes, and a dedicated right-turn lane.

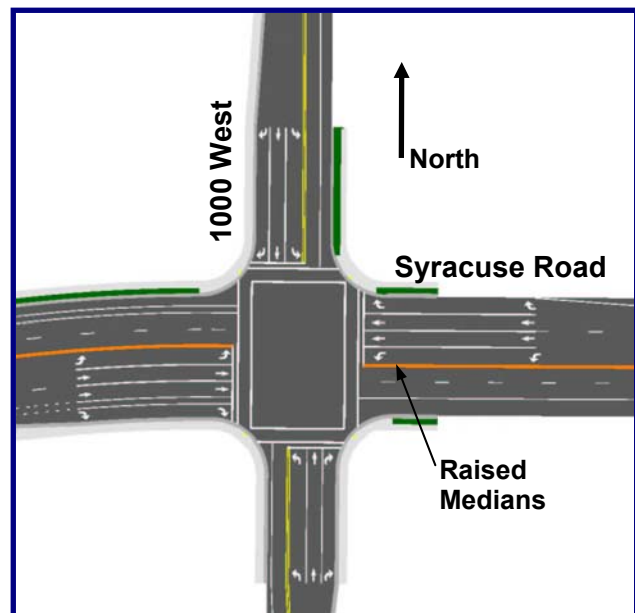


The south quadrant would have one travel lane in each direction, a single left-turn lane, and a dedicated right-turn lane. The east quadrant would include one travel lane to the west, two travel lanes to the east, a single left-turn lane, and a dedicated right-turn lane. The west quadrant would include one travel lane to the west, two travel lanes to the east (tapering down to one lane), a single left-turn lane, and a dedicated right-turn lane. All dedicated left-turn lanes at this intersection would be protected by raised medians. This configuration would accommodate the current and projected travel demand as shown in the traffic study performed for the project (see Appendix A).

**Figure ES-4. Alternative C 2000 West Intersection.**

Between 2000 West and 1000 West, Alternative C widens Syracuse road to a five-lane cross-section with shoulders, curb, gutter, parkstrip, and sidewalk within a 110-ft right-of-way. The alignment begins to offset 32 feet to the north at 2000 West and transitions to full widening to the south by Banbury Drive. Between Banbury Drive and about 300 to 400 feet west of 1000 West, the alignment stays shifted to the south, and then transitions to match the existing 1000 West intersection.

At 1000 West, the east quadrant of the intersection would remain the same, and improvements would be made to the north, south, and west quadrants. The north quadrant would have one travel lane in each direction, a single left-turn lane, and a dedicated right-turn lane. The south quadrant would have one travel lane in each direction, a single left-turn lane, and a dedicated right-turn lane. The west quadrant would include two travel lanes in each direction, a single left-turn lane, and a dedicated right-turn lane. The dedicated left-turn lanes along Syracuse Road would be protected by a raised median at this intersection.



**Figure ES-5. Alternative C 1000 West Intersection.**



### Alternative D

At the 2000 West Intersection, the north quadrant of the intersection would have one travel lane going north, one travel lane to the south, dual left-turn lanes, and a dedicated right-turn lane. The south quadrant would have one travel lane in each direction, a single left-turn lane, and a dedicated right-turn lane. The east quadrant would include one travel lane to the west, two travel lanes to the east, a single left-turn lane, and a dedicated right-turn lane. The west quadrant would include one travel lane to the west, two travel lanes to the east (tapering down to one lane), a single left-turn lane, and a dedicated right-turn lane. All dedicated left-turn lanes at this intersection would be protected by raised medians. This configuration would accommodate the current and projected travel demand as shown in the traffic study performed for the project (see Appendix A).

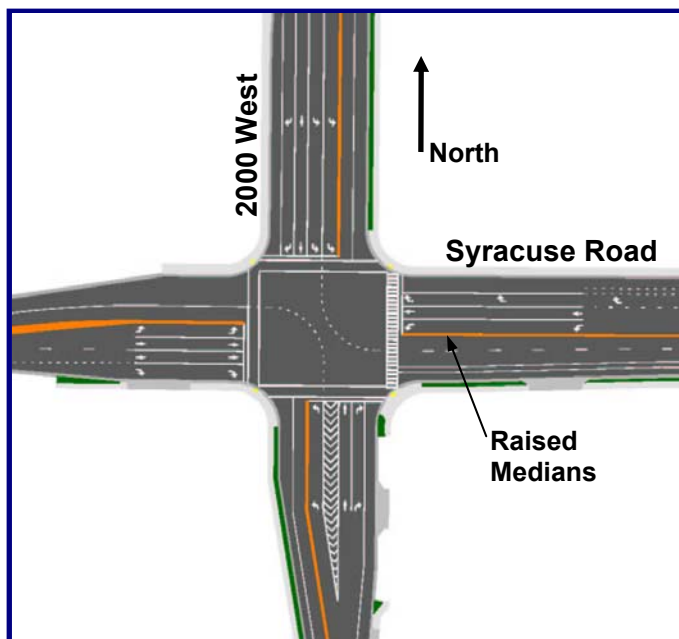


Figure ES-6. Alternative D 2000 West Intersection.

Between 2000 West and 1000 West, Alternative D widens Syracuse road to the north to create a five-lane cross-section with shoulders, curb, gutter, parkstrip, and sidewalk within a 110-ft right-of-way. At about 300 to 400 feet west of 1000 West, the alignment transitions south to match the existing 1000 West intersection.

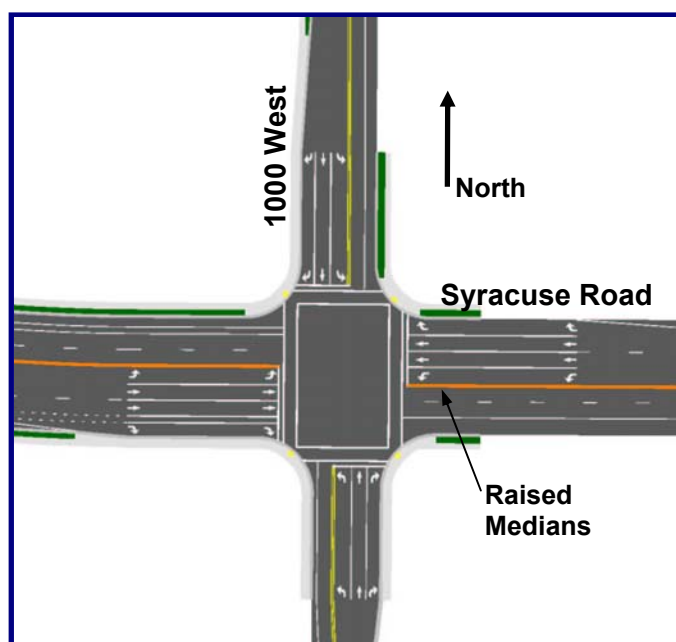





Figure ES-7. Alternative D 1000 West Intersection.

At 1000 West, the east quadrant of the intersection would remain the same, and improvements would be made to the north, south, and west quadrants. The north quadrant would have one travel lane in each direction, a single left-turn lane, and a dedicated right-turn lane. The south quadrant would have one travel lane in each direction, a single left-turn lane, and a dedicated right-turn lane. The west quadrant would include two travel lanes in each direction, a single left-turn lane, and a dedicated right-turn lane. The dedicated left-turn lanes along Syracuse Road would be protected by a raised median at this intersection.




## SUMMARY OF ENVIRONMENTAL IMPACTS






Expected environmental impacts of the project, both beneficial and adverse are summarized in Table ES-3:






Table ES-3. Environmental Impacts Comparison Summary.




Environmental Issue	No-action Alternative	Alternative C	Alternative D
<b>Land Use</b> 	<ul style="list-style-type: none"> <li>Not consistent with the Syracuse City General Plan, which has been developed assuming that Syracuse Road would be widened to five lanes.</li> <li>Selection of the No-action Alternative would be inconsistent with planned land uses.</li> <li>No immediate conversion of agricultural, commercial, and residential properties to roadway right-of-way</li> <li>Some development may be delayed.</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with the planned land uses in project area.</li> <li>Widened roadway would convert 3.0-ac residential, 1.3-ac commercial, and 2.8-ac agricultural property to roadway use.</li> <li>Parks and recreational facilities within the project study area would not be affected.</li> <li>Facilitate commercial development.</li> <li>May speed up development time frame.</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with the planned land uses in project area.</li> <li>Widened roadway would convert 5.5-ac residential, 1.5-ac commercial, and 0.3-ac agricultural property to roadway use.</li> <li>Parks and recreational facilities within the project study area would not be affected.</li> <li>Facilitate commercial development.</li> <li>May speed up development time frame.</li> </ul>
<b>Farmlands</b> 	<ul style="list-style-type: none"> <li>No direct effect to agricultural land along the corridor.</li> <li>May slow conversion of agricultural land to residential and commercial.</li> </ul>	<ul style="list-style-type: none"> <li>Would convert 2.84 acres of agriculturally zoned land to roadway use.</li> <li>Farming operations would remain viable.</li> <li>May speed up conversion of agricultural land to residential and commercial.</li> </ul>	<ul style="list-style-type: none"> <li>Would convert 0.32 acres of agriculturally zoned land to roadway use.</li> <li>Farming operations would remain viable.</li> <li>May speed up conversion of agricultural land to residential and commercial.</li> </ul>
<b>Social Conditions</b> 	<ul style="list-style-type: none"> <li>Existing social conditions and trends would continue.</li> <li>Residents and roadway users would continue to be frustrated by growing traffic congestion.</li> <li>The small-town, rural character would continue to fade, leaving many residents increasingly dissatisfied.</li> <li>Many residents along the corridor would likely relocate in coming years due to traffic congestion and noise.</li> <li>Neighborhoods immediately adjacent to the roadway would likely exhibit increased residential turnover in the coming years, with associated declines in levels of familiarity and interaction among neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>Localized social attachments would be disrupted due to relocation of some residents.</li> <li>Widening the road could reduce social interaction between north and south-side residents.</li> <li>Likelihood of roadway being a boundary for schools, churches, and other community organizations would increase, further reducing social interaction between north and south-side residents.</li> <li>Raised medians would limit left turns for some residences and businesses near 1000 West and 2000 West and would have a minor affect on traffic patterns.</li> </ul>	

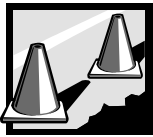


Environmental Issue	No-action Alternative	Alternative C	Alternative D
<b>Environmental Justice</b> 	The No-action Alternative, Alternative C, or Alternative D would not produce disproportionately high and adverse human health and environmental effects on minority or low-income populations.		
<b>Relocations</b> 	<ul style="list-style-type: none"> <li>No relocations would be required.</li> <li>Commercial development is expected to continue and would indirectly require additional relocations.</li> </ul>	<ul style="list-style-type: none"> <li>25 Potential Relocations (23 residences, 1 residence/business, and 1 business).</li> <li>Commercial development is expected to continue and would indirectly require additional relocations.</li> <li>Businesses along corridor would experience economic effects associated with temporary construction inconvenience.</li> <li>Businesses should gain positive long-term effects due to increased roadway capacity, decreased traffic congestion, improved accessibility, and increased exposure to potential consumers.</li> <li>The following businesses would require relocation: J. Kelly Hansen Financial Planning/Quilt School (1797 West 1700 South) and Automatic Transmission Service (1597 West 1700 South).</li> <li>Improved mobility would facilitate development of vacant parcels within and surrounding the project area.</li> <li>New businesses would add to revenue in local economy through sales and property taxes and would provide employment opportunities.</li> <li>Raised medians would limit left turns for some businesses near the 1000 West and 2000 West intersections and would have a minor affect on traffic patterns.</li> </ul>	<ul style="list-style-type: none"> <li>44 Potential Relocations (41 residences, 1 residence/business, and 2 businesses).</li> <li>Commercial development is expected to continue and would indirectly require additional relocations.</li> <li>Businesses along corridor would experience economic effects associated with temporary construction inconvenience.</li> <li>Businesses should gain positive long-term effects due to increased roadway capacity, decreased traffic congestion, improved accessibility, and increased exposure to potential consumers.</li> <li>The following businesses would require relocation: Children's Tea Parties (1782 West 1700 South), Paul's Auto Repair (1586 West 1700 South), and Thurgood Plumbing (1578 West 1700 South).</li> <li>Improved mobility would facilitate development of vacant parcels within and surrounding the project area.</li> <li>New businesses would add to revenue in local economy through sales and property taxes and would provide employment opportunities.</li> <li>Raised medians would limit left turns for some businesses near the 1000 West and 2000 West intersections and would have a minor affect on traffic patterns.</li> </ul>
<b>Economic Conditions</b> 	<ul style="list-style-type: none"> <li>Conversion from rural to commercial land use would continue.</li> <li>Value of the property along the corridor would increase less rapidly.</li> <li>Area would be less desirable to commercialize, resulting in a loss of tax base for Syracuse City.</li> </ul>		

Environmental Issue	No-action Alternative	Alternative C	Alternative D
<b>Pedestrians and Bicyclists</b> 	<ul style="list-style-type: none"> <li>Pedestrian mobility and safety would not be improved.</li> <li>Continuous sidewalks would not be constructed.</li> <li>Pedestrians would continue to walk along roadway shoulder in areas without sidewalks.</li> <li>Bicycle mobility and safety would remain unimproved, bicycle lanes would not be implemented.</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian mobility and safety would be improved through construction of continuous sidewalks on north and south sides of roadway.</li> <li>Bicycle mobility and safety would be improved through construction of Class II bicycle routes (striped and signed bicycle lane within shoulder) along roadway.</li> </ul>	
<b>Air Quality</b> 	<ul style="list-style-type: none"> <li>Poor intersection LOS, leading to deteriorated air quality.</li> <li>Increase in vehicle miles traveled due to people taking alternative travel routes to avoid congestion would result in higher CO levels at those locations.</li> </ul>	<ul style="list-style-type: none"> <li>Meets the regional air quality conformity requirements.</li> <li>Not expected to cause new violations of the CO or PM<sub>10</sub> standard.</li> </ul>	
<b>Noise</b> 	Noise Impacts: <ul style="list-style-type: none"> <li>70 residences</li> <li>1 Museum</li> <li>4 Businesses</li> </ul>	Noise Impacts (after relocations and mitigation): <ul style="list-style-type: none"> <li>40 residences</li> <li>1 Museum</li> <li>3 Businesses</li> </ul>	Noise Impacts (after relocations and mitigation): <ul style="list-style-type: none"> <li>27 residences</li> <li>1 Museum</li> <li>1 Business</li> </ul>
<b>Water Quality</b> 	<ul style="list-style-type: none"> <li>Substandard drainage facilities and conditions along the corridor would not be improved.</li> <li>With limited curb and gutter, much of the storm water would continue to flow off the roadway into irrigation ditches.</li> <li>Surface and groundwater quality would be degraded by the continued increase of contaminants from the roadway due to higher volumes of traffic along the corridor and continued storm water sheet flow off the roadway.</li> <li>Groundwater recharge would not be affected.</li> </ul>	<ul style="list-style-type: none"> <li>Impervious area would increase from about 4 to 12 acres, increasing the 10-year peak flow for the project area from roughly 9 cfs to 19 cfs.</li> <li>Groundwater recharge would not be affected, since most groundwater recharge occurs along the bases of the mountain ranges (more than eight miles away).</li> <li>Drainage facilities and conditions would be improved through the addition of continuous curb and gutter, catch basins, and storm drain pipelines.</li> <li>Contaminants from the roadway storm water would be collected and conveyed to existing state-approved storm drain systems.</li> </ul>	
<b>Wetlands</b> 	No Impact	No Impact	No Impact

Environmental Issue	No-action Alternative	Alternative C	Alternative D
<b>Floodplains</b> 	No Impact	No Impact	No Impact
<b>Wildlife</b> 	No Impact	No Impact	No Impact
<b>Threatened and Endangered Species</b> 	No Impact	No Impact	No Impact
<b>Cultural Resources</b> 	Some historic structures along the corridor would be indirectly affected due to ongoing demolition without documentation or consideration of mitigation.	<ul style="list-style-type: none"> <li>Some historic structures would be directly affected (impacts would be mitigated): No Adverse Effect: 4 Adverse Effect: 10</li> <li>Some historic structures along the corridor would be indirectly affected due to ongoing demolition without documentation or consideration of mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>Some historic structures would be directly affected (impacts would be mitigated): No Adverse Effect: 2 Adverse Effect: 19</li> <li>Some historic structures along the corridor would be indirectly affected due to ongoing demolition without documentation or consideration of mitigation.</li> </ul>
<b>Hazardous Waste Sites</b> 	Identified Leaking Underground Storage Tank (LUST) sites would not be affected	Identified LUST sites should not be affected, as they are likely to be outside of the proposed roadway right-of-way limits.	

Environmental Issue	No-action Alternative	Alternative C	Alternative D
<b>Visual Conditions</b> 	<ul style="list-style-type: none"> <li>Visual changes would occur from implementation of current and future zoning and land use plans.</li> <li>Agricultural land would continue to change to residential and commercial uses.</li> <li>Appearance of roadway features would remain mostly unchanged, with shoulders, curb and gutter, sidewalks, parkstrips, other landscape, and lighting remaining unimproved and non-continuous along the corridor.</li> <li>Mature vegetation would remain, other than in areas being redeveloped and/or converted to other land uses.</li> <li>Overhead utilities would remain unchanged.</li> <li>Not consistent with and would not facilitate implementation of Syracuse's Town Center Master Plan and associated visual improvements.</li> <li>Would not provide adequate area beyond the curb line to allow for streetscape, landscape, and architectural treatments to develop desired visual effects.</li> </ul>	<ul style="list-style-type: none"> <li>Visual changes would occur from implementation of current and future zoning and land use plans.</li> <li>Agricultural land would continue to change to residential and commercial uses.</li> <li>Pavement width would be increased.</li> <li>Paved shoulders, curb and gutter, sidewalks, parkstrips, and lighting would be implemented and would be continuous along the corridor, enhancing the visual characteristics of the roadway.</li> <li>Structures and mature vegetation would remain on north side, while south-side structures and mature vegetation within the proposed roadway right-of-way would be removed.</li> <li>North-side overhead utilities would remain, south-side overhead utilities would be relocated further to the south.</li> <li>Consistent with and would facilitate implementation of Syracuse's Town Center Master Plan and associated visual improvements.</li> <li>Would provide area beyond the curb line to allow for streetscape, landscape, and architectural treatments to develop the desired visual effect.</li> </ul>	<ul style="list-style-type: none"> <li>Visual changes would occur from implementation of current and future zoning and land use plans.</li> <li>Agricultural land would continue to change to residential and commercial uses.</li> <li>Pavement width would be increased.</li> <li>Paved shoulders, curb and gutter, sidewalks, parkstrips, and lighting would be implemented and would be continuous along the corridor, enhancing the visual characteristics of the roadway.</li> <li>Structures and mature vegetation would remain on south side, while north-side structures and mature vegetation within the proposed roadway right-of-way would be removed.</li> <li>South-side overhead utilities would remain, north-side overhead utilities would be relocated further to the north.</li> <li>Consistent with and would facilitate implementation of Syracuse's Town Center Master Plan and associated visual improvements.</li> <li>Would provide area beyond the curb line to allow for streetscape, landscape, and architectural treatments to develop the desired visual effect.</li> </ul>
<b>Energy</b> 	<p>Energy requirements would increase over time due to increased congestion and stop-and-go traffic.</p>	<ul style="list-style-type: none"> <li>Energy would be required for construction.</li> <li>Traffic flow would be improved, increasing vehicle speeds and fuel efficiency.</li> <li>Energy requirements would decrease over the long-term as compared to the No-action Alternative.</li> </ul>	
<b>Invasive Species</b> 	<p>No increased potential for invasive species.</p>	<p>Potential to introduce invasive species exists due to construction activities. This would be reduced by mitigation measures.</p>	

Environmental Issue	No-action Alternative	Alternative C	Alternative D
<p><b>Construction</b></p> 	No Impact	<ul style="list-style-type: none"> <li>Area residents and other people using Syracuse Road would experience minor temporary inconveniences due to noise, dust, and travel delays.</li> <li>Most businesses in the project area would experience temporary construction inconveniences due to dust, noise, and traffic associated with roadway construction.</li> <li>Construction would result in temporary effects on air quality in the project area due to increased dust and particulates.</li> <li>Construction noise impacts are considered temporary and would be minimized through adherence to UDOT Standard Specification – 01355 Environmental Protection – Section 1.8 Noise and vibration control. Extended disruption of normal activities is not anticipated, since no one receptor is expected to be exposed to construction noise of long duration.</li> <li>Relocation or reconstruction of some features of the gravity-flow irrigation system and existing storm drain system would be required, including ditches, pipes, turnouts, and catch basins. During construction there is a potential for temporary soil erosion and sediment/siltation impacts to nearby irrigation ditches and canals. Construction-related erosion and sedimentation impacts would be mitigated with the use of Best Management Practices (BMP).</li> <li>A Storm Water General Permit for Construction Activities and Air Quality Approval Order would be required during construction.</li> <li>Petroleum contaminants may be encountered on some properties, as discussed in Section 4.17.</li> <li>Temporary visual impacts would occur from construction signs, barricades, exposed earth, and construction equipment.</li> <li>The potential exists for invasive species to be introduced or propagated in the project area due to construction activities that disturb the existing ground cover.</li> </ul>	

## AREAS OF CONTROVERSY

No issues of controversy have been raised by agencies or the public.

## UNRESOLVED ISSUES WITH OTHER AGENCIES

There are no unresolved issues with other agencies associated with this project.

## OTHER FEDERAL ACTIONS REQUIRED FOR THE PROPOSED ACTION

The following federal actions would be required for the proposed project:

- Section 106 Agreement/Concurrence (FHWA consultation with Utah State Historic Preservation Office)
- Clean Water Act Review, Section 404 (U.S. Army Corps of Engineers)

## **IDENTIFICATION OF THE PREFERRED ALTERNATIVE**

The Preferred Alternative was not identified in the Draft EIS; however, Alternative C – Widen to the South No. 2 was presented as the least impacting, most beneficial alternative to meet the purpose and need of the project. The Public Hearing presented all alternatives considered, described the alternative selection process, and presented Alternative C as the Technically Preferred Alternative. The majority of comments received as part of the Public Hearing and Draft EIS Comment Period were supportive of Alternative C. No substantive comments were received with new information that would be persuasive to the selection of a different alternative. Thus, Alternative C has been selected as the Preferred Alternative for Syracuse Road.